the Division Assistant, Alleppey, where the corresponding figures are 267 and 256, respectively. In addition to the work of assessment, the Division Assistants have to hear and dispose of income tax appeals against the assessments made by the subordinate Collectors. The Division Assistants of Trivandrum and Alleppey have also in addition to assess all assessees in those towns up to Rs. 10,000, while the other Division Assistants have to assess only incomes between Rs. 3,000 and Rs. 10,000. It needs hardly be said that an officer saddled with all these items of work will require sufficient help at the hands of his clerks for a proper and judicious exercise of the powers conferred on him. I am convinced that it is highly necessary to have a competent clerk for doing income tax work in each of the Division Assistants' Offices at Alleppey and Trivandrum in addition to the existing staff. The proposal is to appoint in each of these offices a properly trained clerk on Rs. 40-$\frac{5}{2}$-70 who knows how to audit accounts and also the system of book-keeping, so that the Division Assistants may get substantial help in the matter of examining accounts and verifying income tax statements. In view of the heavy work that has to be done under other items, the existing staff, including the Head Clerk, has to be left alone. Income tax work is an important one affecting the interests of both the Government and the public and I think the House will agree when I say that it is quite undesirable to leave such a work in the hands of a low-paid, unqualified clerk on Rs. 20 or Rs. 25. As the present Head Clerk has sufficient work to do by way of supervising the magisterial and revenue work in the office, I have found that he has been paying very little attention to income tax matters.

The amount I am asking for is only Rs. 560, for the appointment of two clerks from 1st Dhanu 1102. I request the House to sanction this supplementary grant.

PRESIDENT: May I take it that the House accepts it?

The grant was made.

DEMAND XIV—POLICE.

MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*): Sir, I begto move for a grant not exceeding Rs. 1,955 under Demand XIV—Police. This is made up of two items. One is Rs. 51 for the appointment of an additional Traffic Inspector and the other amounting to Rs. 1,904 for the conversion of the Pujapura Out-post into a Charging Station There is at present only one Traffic Inspector. The sudden and abnormal increase in motor traffic made it impossible for one Inspector to cope with the work and one more Inspector was sanctioned during the last session of the Council. Before filling up that place, other circumstances have arisen necessitating the demands for still further increasing the staff. Those circumstances are—(1) the defects in the present system of conducting the six monthly examination of buses, (2) the loss of revenue to the Government, (3) the fact that the Commissioner of Police who is responsible for the regulation of motor traffic has no control over the examiners as they are not

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in the department, (4) the necessity for dividing up the three Police Districts into two for fixing the jurisdiction if there be only two Inspectors and above all, (5) the insufficiency of two Inspectors to cope with the work.

As regards the last reason, I need not make an attempt to convince the Council as my work has been lightened by the fact that the necessity to increase the staff and for better control is felt by the members of this Council who spoke about it during the last session. I shall therefore confine my remarks to points 1 to 4 above.

The defects in the present system of examination and loss of revenue are explained thus. There are at present 14 examiners of whom 3 are non-officials and 11 officials. The officials are some of the engineers of Public Works Department selected by the Chief Engineer. The non-officials are the engineers of some well-known firms such as Messrs. Harrisons and Crosfields and Darragh Ismail. The officials get one-half of the testing fees while the non-officials take the whole fees for themselves. The fee fixed for the examination is Rs. 15 for buses of one ton and less and Rs. 20 for buses of over one ton and lorries for each examination. Every bus should be examined twice a year. There are at present 394 buses of one ton and less and 208 buses of above one ton and lorries. The fees for their examination will therefore come to Rs. 10,140 per annum. Though not exactly this amount, something near it as some buses were idle in their garages during the last year.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): May I know from the member the number of buses that were idle in their garages during 1101 or 1102?

MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*): I cannot give the exact number.

The Government now get only less than one-half of this. By employing a departmental agency, the whole amount can be had as Government revenue. At present, it is only some of the examiners that get buses for examination as bus owners take their buses only to those that are indulgent to them. So long as the examiners are allowed to take a portion of the fees, this cannot be otherwise and laxity will continue to be the characteristic feature of these examinations. These examiners are only Mechanical Engineers and are not expected to know much of motor mechanism and I have my own doubts about their ability to conduct these examinations. Thus, at present, the examinations are unsatisfactory and the Government lose revenue.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): May I know the qualification of the agency that now examines the buses?

MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*): Most of them are Mechanical Engineers and I do not think that the qualification is sufficient.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): May I know what qualification other than Mechanical Engineering is necessary?

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MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*): They should have special training in motor mechanism which all Mechanical Engineers do not possess.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): Am I to understand that people who are now asked to examine are not specialists?

MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*): It is a matter for the Chief Engineer to answer, because it was he who recommended the engineers.

The control over the examiners is the next point to be considered. The moment the examination is conducted and the certificate is issued, the responsibility of the examiner ceases. If there are breakdowns of the buses even soon after the examination, the explanation of the examiner cannot be called for. On the other hand, if the examination be conducted by a departmental agency and if each District Superintendent has that agency under him, he can immediately question the examiner and take him to task. This and the fact that the examiners will in future get no part of the fees will secure efficiency in these examinations.

No great arguments are required to prove that by dividing up the Police Districts into two and putting each Inspector under two D. S. P.'s we only impair efficiency. There should be one Traffic Inspector for each District. It is for these reasons that the proposal is made to increase the number of Inspectors to three. They will be asked to attend to the examination of buses and remit all the fees to the Government and also to travel along the roads where there is motor traffic in order to check and regulate the same. It therefore follows that the men selected should have the required qualifications and the intention of the Government is also the same.

Now, to come to ways and means. I have already said that by the arrangement proposed, the amount we get will be more than sufficient to meet the cost of all the three Inspectors, even if the Inspectors are appointed as additions to the *cadre*. But this is not necessary at present. There is already left vacant the place of the Reserve Assistant Inspector of Police and this could be utilised for appointing the third Inspector. The additional sum required is only the duty allowance of Rs. 50 per mensem. The amount required for the remaining 7 months of the year comes only to Rs. 700 for the two Inspectors. There is sanction already for Rs. 649 under duty allowance and pay of peon and the balance to be voted now is therefore only Rs. 51. I request the Council to vote this amount.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): Will mere control by the Commissioner of Police obviate the difficulty if the Inspectors are not duly qualified to examine motor cars and buses?

MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*): I have considered this question well and my firm belief is that the arrangement will work well.

Then I come to the conversion of the Pujapura Out-post into a Charging Station. The necessity for a charging station at Pujapura was long

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felt and so long ago as 1920 the then District Superintendent recommended that a Charging Station should be opened there. The question was under correspondence, between the District Superintendent, the Commissioner of Police and the District Magistrate. All were agreed that a Charging Station was necessary; but before the details could be worked out, Mr. M. C. Narayana Pillai, Member for the nineteenth session of the Assembly proposed in 1923 that Kazhakuttam station may be moved to Sheeyaram to suit the convenience of the people of Vettiyurkavu. This was referred to the District Superintendent. His opinion was that by moving the station to Sheeyaram, the complaint of Vettiyurkavu people will be met only partially while the other inconveniences will remain as they are and that opening a Charging Station at Pujapura will be a more satisfactory solution of all the problems. The necessity for it being (1) the growing importance of Pujapura and the development of the town in that direction, (2) the inconveniences of the people of Vettiyurkavu in having to pass by the town stations and walk 15 miles to lodge their complaints at Kazhakuttam station and (3) the necessity for lightening the work of some of the Town Inspectors and Kazhakuttam Inspector, as their charges are too big for one man to manage satisfactorily.

By the present proposal all these defects will be cured. The staff I propose is the minimum required for the station for the time being. I request the Council will vote the sum of Rs. 1,904 for the 7 months of the year from Dhanu.

MR. K. MADHAVAN PILLAI (*Trivandrum* cum *Neduvangad*): Do you consider it desirable to shift the Poojapura Outpost to Shiyaram?

MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*): That outpost is to be amalgamated with the proposed Charging station.

MR. K. MADHAVAN PILLAI (*Trivandrum* cum *Neduvangad*): Will you consider the question of opening one at Shiyaram?

MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*): That has to be decided on its merits.

MR. K. MADHAVAN PILLAI (*Trivandrum* cum *Neduvangad*): Will you please consider it?

MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*): I will consider that.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): Sir, my friend Mr. Krishna Pillai says that motor buses have increased, that proper control is necessary and that the safety of the public has to be looked for and that therefore he wants an addition to the existing number of Traffic Inspectors. Sir, it is true that not only proper, but also effective, control is necessary and it is nothing but the truth that the safety of the public has to be very carefully looked after. As a matter of fact, the fundamental duty of this department is to look after the safety of the people. If I remember correct, it is about a year and a half since the appointment of the first Traffic Inspector was sanctioned for this purpose, I mean, to control motor traffic and thus ensure the safety of the public.

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But, Sir, after the creation of this new post, *viz.*, Traffic Inspector, are motor buses controlled properly? Is safety of the public ensured and life made secure? I would strongly and without the least fear of being contradicted say 'No'. You may ask "why"? My reply is "to extinguish fire we sanction an amount for the purchase of fire-extinguishers, but is that enough"? The officer concerned must purchase fire-extinguishers which will extinguish fire and not substitutes which may appear to be useful for the purpose, but will not serve the purpose. Sir, what I say is, the mere addition to the strength of Traffic Inspectors is not alone enough effectively and properly to control motor buses, minimise accidents and make life and property secure, but what is needed is the appointment of qualified and efficient men who know the work and could do it properly. Very recently, *i.e.*, during the last budget session, we sanctioned an additional Traffic Inspector. Sir, my friend Mr. Krishna Pillai admitted during the Budget Session—and he even now admits—that the regulation of motor traffic and the control of these motor vehicles are not quite satisfactory. Sir, the vigour and enthusiasm with which he debated this point in this chamber seems to have dwindled when he got out for, I see, beyond the sanctioning of the appointment, nothing has been done. The post is not yet filled. Is it, I ask, Sir, on account of paucity of efficient and qualified applicants with practical experience in motor mechanism? I believe the Commissioner will enlighten us on this point. Our friend Mr. Krishna Pillai wants funds for the appointment of one more Traffic Inspector. He has in his speech very vividly explained the necessity and I quite endorse his views. Sir, the vagaries of the bus-owners are many and, unless proper and efficient supervision is made, it is absolutely impossible to control these most irresponsible but highly necessary people. The present method of examining buses and issuing permits to run them as public passenger vehicles is not what it ought to be. The buses are examined once in six months and at the time of the examination they are found fit for the road. There it ends and the condition of the buses, especially eight-seaters, during the period intervening the next examination, is, to say the least, scandalous. Instances can be quoted where accidents due to structural defects which cause instantaneous death are occurring. But what is the Traffic Department doing? To be plain, without meaning any offence to anybody, what can they do? Will the Commissioner of Police kindly let me know one solitary instance during 1100 or 1101 or 1102 where the Traffic Department has reported the cancellation of the permit of a bus for the simple reason that the fundamental necessity of a fast-going vehicle, *viz.*, the brake is out of order? Yet instances are not wanting to show that on account of failure of the brakes to act, when applied, instantaneous deaths are happening. Sir, what I therefore say is that it is not enough if additions to the strength of Traffic Inspectors are made, but the posts should be filled by qualified mechanical engineers who have a sound knowledge of motor mechanism and possess practical experience by working in motor workshops. With these words, Sir, I support the motion.

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MR. A. K. PILLAI (*Karunagapalli*) : Sir, if this demand for an additional Traffic Inspector may be taken as an indication of the consciousness on the part of the authorities that the present regulation of traffic is far from being satisfactory, I may say that this consciousness has dawned not a day too early. We know that the havoc and the danger that are being caused by reckless motor driving are a menace to the society at large. This menace has grown so much and is still growing, so that I may say that it *must* be stopped. Well, what is the remedy to stop it? The Police Commissioner suggests the combination of the two offices of the Traffic Regulator and the Motor Examiner in one and the same person. His suggestion is that the Motor Mechanic and the Traffic Regulator must be one and the same person. He has provided us with figures. He says that the examination of motor buses is at present being conducted by fourteen persons and the regulation of traffic by one person. Fifteen persons, therefore, are at present doing the work. The Police Commissioner suggests, from the point of view of economy and efficiency, that this combined work of fifteen persons may be entrusted to three persons. Sir, this is certainly a very promising tendency on the part of the authorities. Perhaps this is the first proposition that has hitherto come up before this House when, on behalf of the Government, an officer comes forward and says 'In the place of 15 persons give me 3. I can show you an increase in the revenue. The work also will be done more efficiently.' Well, Sir, I congratulate the Government and also the sagacious Police Commissioner. Sir, I ask in all seriousness, does he really believe that the work that fifteen people have been doing unsatisfactorily could be better done by three people? I doubt very much. I have a lurking suspicion, Sir, that the work is going to be made more unsatisfactory by three people being entrusted with very much more work than what they can possibly undertake.

MR. M. SIVATANU PILLAI (*Tovala*): May I know from Mr. A. K. Pillai whether he heard the Police Commissioner when he said that, out of the fifteen persons employed for this purpose, fourteen were not responsible to anybody?

MR. A. K. PILLAI (*Karunagapalli*): As regards the question of responsibility, I will speak a little later.

The Police Commissioner suggests that what fifteen persons have been carrying on in such an unsatisfactory manner could be done more satisfactorily and more efficiently by three. He has told us that the number of buses and other motor vehicles has increased considerably and that they cannot be examined satisfactorily by these fifteen people. But, can they be examined by three people? If the tendency of the buses is to increase in number, how can these three people be entrusted with the work that fifteen were not able to do satisfactorily? It was found that one man could not regulate the traffic. It was therefore thought necessary to have an additional Traffic Inspector, and that was granted last year. The Police Commissioner has now come forward asking for one more. My submission is that there must be at least three persons to regulate traffic alone. There must also be a separate body of experts to examine the buses. The two things should

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not be combined together. The man who is regulating traffic should be in a position to check whether the examination is thorough or not. If the same man is asked to examine the buses and also to regulate the bus traffic, I think it will lead to corruption. The Police Commissioner says that the officer directly in charge of the traffic has no control whatever over the fourteen persons who are now examining the buses. That is a matter that can be easily adjusted by departmental arrangement. The Government can come forward with a Bill, or something of the kind, to regulate the conduct of the examiners. Provision might be made to prosecute them for their laxity in the examination. If an Engineer examines a bus and certifies that it is in a sound condition and if that bus breaks down, the next day, the driver of the bus as well as the person who examined it and certified that it was sound must be made liable for prosecution. Why not make such a stringent regulation instead of asking one man to do the work of several persons and thereby disabling him from doing any work satisfactorily? If the Police Commissioner wants to try an experiment and find out the result, then we have no objection to allow him to do so. But, is it worth while to waste our time and money in such experiments when we can clearly see beforehand what is going to happen? There must be inspectors to regulate traffic, and separate arrangement should be made for the examination of buses. My suggestion is to choose some important and convenient centres like Kottayam, Quilon, Nagercoil and Trivandrum, for instance, where official engineers might be posted for the examination of buses. Such Engineers may be whole-time or part-time examiners and might be given a fixed duty allowance instead of a percentage of the examination fees. It is only when I can get a percentage of the examination fees that I am anxious myself to examine as many buses as possible. It is this that leads to bribery and corruption. This is the reason why some of the examiners happen to be lenient. Therefore, the allowance to be paid to them must be fixed so that if a man is lazy he will be forced to send away the bus-owner asking him to bring the bus for examination on a more convenient day instead of examining it in a slip-shod manner. By adopting such an arrangement, the examiners will not become more lenient. On the other hand, they will be more stringent than they are at present provided we choose men of honesty and character who know their responsibility to the public and to the Government. If we are sure to get at honest men, they can be entrusted with the examination of buses. The regulation of traffic must necessarily be by the Police Inspectors.

There is another aspect of the question. If the traffic Inspectors are going to be made a special species of the officers of the department, is there any prospect of their being promoted to any other line in the service? They will have to remain as Traffic Inspectors thorughout the period of their service. That will be a very awkward state of affairs. My own idea is that the Police Commissioner may, some time later, come forward and say: 'We have tried it and found it unworkable and in the interests of efficiency we must increase the number of traffic Inspectors!' I think we can anticipate these things and make suitable arrangements even now. There must be more men to control traffic,

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But these men must be of better character and with greater sense of responsibility. There must also be more stringent laws. I know several Police Inspectors who travel by motor buses without tickets. A Police Inspector comes near a bus and expresses his desire to go to a particular place. The conductor at once gets down and provides seating accommodation for the Inspector in the front bench itself, but does not demand payment. The Inspector therefore feels himself obliged to the bus-owner, and the bus-owner ceases to be careful in his observance of the rules. I know several instances like this. I may point out another instance of this sort of corruption. Every one knows that there is a speed limit for the buses. The bus-owners know that it will be very expensive for them if they stick to the speed limit. They therefore go on at a high speed and stop just a mile beyond the checking stations. The Police Inspector is also near the bus in some such cases, still he does not question the driver. I have, in one or two cases, asked the driver 'Why do you stop here? Why not go to the town where we can get down and walk about at ease'? The Police Inspector who was all the while standing near the bus did not think it his duty to punish the driver for violating the speed limit.

MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*): Has Mr. A. K. Pillai brought to the notice of the Police Commissioner specific cases in which Police Inspectors have been travelling without tickets?

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): Will Mr. A. K. Pillai give the name of one such Inspector who was thus surreptitiously travelling without a ticket?

MR. A. K. PILLAI (*Karunagapalli*): I shall communicate the names to the Police Commissioner; why should Mr. Narayana Pillai be so very anxious to know the names of one or two individuals? I have seen several of them travelling without tickets, so much so that, till very recently, my impression was that the Police Inspectors were entitled to travel without tickets. It is such a common occurrence. A Police Inspector comes near the bus and informs the driver in an authoritative manner that he has to go to a particular place. The conductor at once vacates a seat for him in the front bench. It is only very recently that I learnt that they are as well passengers as any body else and that they were also legitimately and properly bound to buy tickets. My only object now is to warn the authorities who may not know all these things, and to point out to them that we want men of character, men who are above such dishonest ways. We want men with greater sense of responsibility and self-respect. There should not be any combination whatever of these two offices, of Bus Examiner and Traffic Regulator in one and the same person. To my mind it sounds very unworkable.

MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*): Sir, Mr. A. K. Pillai seems to think that the examination of these buses, now conducted by fourteen examiners, cannot possibly be conducted by three persons. I have already stated, Sir, that buses are not taken for examination to *all* these examiners, since several of them are very strict.

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Practically, the examination is being conducted by four or five examiners only. The others do not get any bus at all to examine, because, as I said, they are very strict. Therefore, only about four or five are at present doing the whole work; and I do not see why these three examiners will not be able to do that work. My belief is that it will be possible for these three Inspectors to get through the whole work. If it is found as a result of experience that this number is not sufficient, of course, we will have to increase the number. We will have to make provision for that. We will then slightly increase the number. To begin with, I think it is enough if we have three men.

MR. K. SIVARAMA PANIKKAR (*Shertallai*) : May I know whether the non-official examiners are full-time examiners ?

MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*) : No, they have their own work in their firms.

MR. K. SIVARAMA PANIKKAR (*Shertallai*) : Am I to understand that they use only their leisure hours for the examination of buses ?

MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*): Yes, that is all.

MR. K. SIVARAMA PANIKKAR (*Shertallai*): Is it not therefore possible for three men to do their work ?

MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*) : I hope so.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): Does the examination include also the testing of the capacity of the drivers ?

MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*): At present, the drivers are tested by the District and the Assistant Superintendents of Police. Hereafter, that work also may be given to these Inspectors.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*) : Is there now no arrangement to test the capacity of the drivers and also to watch their continued sobriety ?

MR. R. K. KRISHNA PILLAI (*Ag. Commissioner of Police*) : They are tested and checked by District and Assistant Superintendents of Police.

Mr. A. K. Pillai speaks of prosecuting these examiners and I think that it is an impossible position to accept. As regards the combination of the two functions also, the same procedure can be adopted. If we find that the combined system is unworkable, we can separate it and have two sets of Inspectors one for the examination and another for the regulation of traffic. Anyhow, all that can be done gradually after gaining experience.

PRESIDENT: I take it that the House sanctions the grant.

The grant was made.

DEMAND XV—AGRICULTURE AND FISHERIES.

DR. N. KUNJAN PILLAI (*Director of Agriculture and Fisheries*) : Sir, I move for a supplementary grant not exceeding Rs. 700 under Demand XV—Agriculture and Fisheries. The object of this grant is to entertain four fieldmen for the specific purpose of conducting demonstrations on private lands. Each of them is to be paid Rs. 20 *plus* an

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